

FIRST EDITION

THE GREAT HORROR.

Hudson R. R. Accident.

Scenes of Death and Destruction

Crushed, Frozen, Burned, and Drowned.

Bed of Ice and Curtains of Fire.

Statements of Eye-witnesses.

Is Any One Responsible?

The Carriage of Explosive Oils.

Etc., Etc., Etc., Etc., Etc.

Later Particulars of the Terrible Disaster at New Hamburg.

The N. Y. Post of last evening says:—The terrible accident on the Hudson River Railroad has been obtained in this city to-day from eye-witnesses:—

The freight train which caused the accident consisted of twenty-five cars, most of which were tanks filled with oil. Before leaving Albany every car was carefully inspected by the workmen, and no defect was discovered.

When the train reached the wooden bridge over Wapping's creek, at New Hamburg, about eight miles below Poughkeepsie, a sudden shock passed through the entire train, almost throwing it from the track.

Upon examination it was found that the axle of the tenth car had broken. The car had then broken loose from the engine, careened on one side, struck against the framework of the bridge, and lay a total wreck upon the track.

Almost at the same moment, and before a signal or note of warning could be raised, the express train which had left this city at 8 o'clock came rushing along at the rate of thirty miles an hour.

The engine struck the wrecked car with terrible force, setting fire to the oil, scattering the inflammable materials and burning fragments of the car in all directions.

The force of the collision instantly threw the engine over the bridge into the creek.

The ice was very thick at the time, but was unable to bear the weight of the locomotive, which broke through and sank.

The engineer, E. H. Simmons, perished. His body has not been found.

The tender of the engine also fell into the creek. Immediately behind the engine were two baggage cars, which were followed by a sleeping car, full of passengers.

The flames from the oil tank soon set fire to these cars, which, after striking the creek, fell over into the creek, a burning mass. Some of the passengers in the sleeping-cars succeeded in leaping from the car in time to save themselves from death, but the rest, numbering, it is said, from twenty to twenty-five persons, were carried with the car over the bridge, and were either drowned or burned to death.

P. H. Yostburgh, the conductor of the sleeping car, was on board at the time, and a body, supposed to have been his, was afterwards found, with the lower extremities burned away.

As soon as the particulars of the disaster reached this city, the superintendent, J. M. Toney, started for the scene, and has since been engaged, with a large body of men, in searching for the bodies of the unfortunate passengers.

This morning the wreck was cleared away from the scene, as it lay upon the creek, and a vigorous search was made for the bodies of those passengers who might be crushed in the wreck or of those burned to death.

In one corner of the car a heap of charred and blackened bodies were found, but so disfigured that identification was impossible.

From the appearance of the bodies it was evident that the passengers at the time of the accident had rushed in despair to the rear door of the car, and had there miserably perished.

Behind this car, which was the "Buffalo car," were two other sleeping cars, which were also totally destroyed by fire. The passengers, however, many of whom were but partly dressed, succeeded in saving their lives.

The bridge over Wapping's creek was a wooden structure of about two hundred feet in length, and is totally destroyed.

Many of the oldest conductors and engineers on the Hudson river road unite in saying that the scene presented at the place of the disaster this morning was the most terrible they had ever witnessed.

From the New York papers of this morning we take the following additional particulars of the disaster:—

STATEMENTS OF SURVIVORS.

The freeman of the passenger train, who saved his life by jumping from the engine before it struck the oil-car, was severely injured about the head, having been struck by some sharp substance when he fell. His story is substantially as follows:—I was on the Constitution (Engine No. 54), which was attached to the second Pacific express train, that left New York at 8 o'clock on Monday evening.

We reached New Hamburg at about 10:30, somewhat behind time. When approaching the drawbridge of that place an engine was observed upon the track, but it excited no surprise, nor did it lessen the speed of our train. It was usual for locomotives to stop at this place, and take in water from a tank. We saw danger signals flashing through the darkness. Our train shot by the locomotive and a portion of an oil train that was behind it near the bridge, and went crashing through the rear of it.

Simultaneously with the collision arose a blaze from the scattered oil that had ignited, and soon everything was enveloped in flames. Prior to the collision I saw that the accident was inevitable, but before the train reached the bridge I jumped from it and landed on some ice. For a half minute or so I was conscious and heard the shattering of the timbers, the descent of the locomotive and other cars over the draw bridge into the water, and then came a stupor, from which I was

aroused by the pain of the injuries I had received.

Upon recovering my senses I discovered that I was lying on the ground, the locomotive, baggage, and two sleeping-cars had been precipitated into the water, and with few exceptions all on board with them. I am almost certain that none escaped from the "Buffalo sleeper," not even the brakemen. The three other sleeping-cars were not injured, as the coupling broke and left them on the ground with very frightened but uninjured passengers.

I don't know how far we were from the oil train when we perceived it; but when we observed the collision, I tried to stop. I did not hear that any one was killed on the oil train. After the accident, the uninjured cars were moved from the scene of danger, and the passengers clustered in them for shelter, and remained all night. The bridge was built about a year ago. The telegraph wire under the bridge, and when the bridge was burning could not be used, so that communication was kept open to Fishkill by means of an engine.

ANOTHER ACCOUNT.—TOUCHING INCIDENTS.

As soon as the intelligence of the disaster reached New Hamburg two fire engines were hastened to the scene, and by their aid the flames were soon subdued, and search was begun for the bodies of the inmates of the Buffalo car. Horrible indeed was the spectacle as one after another the charred and mangled bodies were brought forth.

By 12 o'clock all the bodies had been found except that of Simmons, the engineer. They were placed in a baggage car, and a fire was kindled to thaw the frozen clothing. It was almost impossible to identify them, as in many cases the faces were so burned that scarcely a feature remained. The conductor of the sleeping-car could only be identified by the diagram containing the names of his passengers. When, among the rest, the body of a woman with a child grasped closely in each arm was drawn out, a gentleman who had been walking frantically to and fro since the disaster at once recognized them as his wife and child.

Just before the collision he left his family to go to the smoking-car, and had hardly stepped into the adjoining car when the shock came and separated them from him forever. One of the children was wrapped closely in a shawl and was not burned at all, though it had been drowned. The other, as well as the mother, was very badly burned about the face and breast.

At 12 o'clock the bodies which had been found, nineteen in number, were conveyed to Poughkeepsie, and were placed in coffins to await identification. Throughout the afternoon there was a large throng of persons congregated about the wrecks, and search was continued for the body of Engineer Simmons. At one time it was rumored that a containing forty passengers had been noticed in front of the sleeping car as it passed New Hamburg, and that this, with its living freight, was under the ice. This for a time created a new panic in the already excited village, but it was soon discovered to be a mere rumour.

Many and sad were the stories related by those who had escaped. One gentleman said that he had started for the West with his wife, and all of his property, consisting of \$10,000, and had been on board the train. He was with a friend in the rear car, he left his wife for a moment, but before he could return the collision came, and he did not see her again till her mangled and disfigured body was taken from the wreck. He was with her in the way to Buffalo with two sisters, and wishing to make some arrangements with friends in the rear car, went back, and had barely escaped from the car when the explosion took place.

STATEMENT OF MR. HUNT, OF ALBANY.

John G. Hunt, who was a passenger on board of the sleeping car, says that one of the cars attached to the oil train, the second from the engine, had a wheel broken, and the engineer was endeavoring to stop on approaching the bridge, but was unable to do so, and, in consequence, on arriving at the bridge the engine struck the sleeping car, and, leaving the second car stretched across the track on which the Pacific express passenger train, bound north, was running.

No signal or anything was shown to warn the engineer, which, in a few moments, ran along at full speed, running into the oil car, the force of the collision exploding and setting on fire the oil, and precipitating the engine and baggage car from the bridge through the ice into the creek below. The sleeping car, following the engine, was drawn over the bridge, and fell off the bridge. The fire from the burning oil, which was strewed around on the ice in every direction, speedily communicated to and totally consumed the baggage and sleeping-car, with every soul on board, spreading in flames to the second sleeping-car, which still remained on the track, the passengers fortunately escaping in time, some losing their clothes in the hasty departure.

The passengers and employes, in the remainder of the train, immediately on feeling the shock, ran out, and the scene which met their eyes was of the most terrible description. The ice was completely covered with a sheet of flame, and in its midst, almost entirely enveloped, lay the wreckage of the engine and the blazing oil, too, had floated along the ice, and where the ice was broken on the surface of the water, to where several sloops and fishing boats lay frozen in, and set fire to them, but the inmates of the vicinity extinguished the flames.

The excitement usually attendant upon such scenes was not witnessed on this occasion, for every one seemed cool and collected. One body, supposed to be that of Yostburgh, the conductor, was found in the sleeping-car, and presented a sickening appearance, one leg being cut off, and the rest of the body so blackened and charred as to be unrecognizable. The fireman of the express train, on seeing the impossibility of avoiding a collision, jumped off, having previously advised the engineer to do the same; but the latter refused, saying he would go on through with his engine. He must have been burned to death, as he was precipitated in the midst of the burning oil.

The bridge, a few rods, and the distance from it to the ice below was scarcely six feet. As soon as possible the remaining sleeping-cars and passenger-coaches were detached and taken out of danger. One instance of remarkable coolness is related. A gentleman occupying a berth in the centre of the second sleeping-car, on being aroused, waited until he had completely dressed himself, in every particular, even hunting up his overshoes and putting them on, before leaving, by which time the forward end of the car was in flames.

RECOGNIZING THE DEAD.—BRUTALITY OF THE BYSTANDERS.—MIDNIGHT.—All the bodies recovered up to this time have been brought to this place, and all but two identified. The city is full of the friends of the victims, and the scenes at the undertaker's when the bodies are brought in are truly heartrending as the mourners answear and identify the loved ones by the articles found on them, for in most cases other recognition is impossible, so much are they mutilated. Rough pine boxes have been made, into each of which a corpse is placed, and the undertaker and his assistants are busily engaged in washing and preparing the corpses for burial.

THE IDENTIFIED BODIES.

The names of those who have been identified thus far are:—Mr. and Mrs. Reese, of Buffalo. Mr. Foot. Mr. Thompson. Mr. George Benedict, editor of the Cleveland Herald.

The Reverend Morrell Fowler, wife, and three children. A. A. Gillett. The Rev. J. A. Nancrede, No. 134 Sixth-street, New York.

George F. Thompson, No. 47 Wall street, New York.

James Safford. David Adams, the engineer of the train. Lawrence Moore, brakeman. Mr. Voeburgh, the conductor, and a negro, the porter of the sleeping car.

There is also another body not yet identified, but supposed to be a man named Carry. HORRIBLY MUTILATED.

Of all the bodies in the undertaker's office that of Mr. Nancrede is the most horribly mutilated, his head and one arm being entirely burned off. The others were all more or less mutilated, and presented a sickening sight. Mr. Nancrede's watch was found on his person, and had stopped at 10:26 o'clock, showing the exact time at which the accident took place.

The unfortunate gentleman was on his way to St. Catharines for his health; he was formerly of Philadelphia. The family of the Rev. Mr. Fowler were taken to Mr. Nelson's undertaker's, where they are being prepared for transmission to their friends. Their bodies are in a better state of preservation than most of the others, they being only injured about the face. Their bodies having been preserved in bed-clothes escaped mutilation, and their deaths had evidently been caused by suffocation. Mr. Fowler was formerly in charge of the Episcopal church at Batavia, which he was obliged to leave on account of ill health, and where he was much beloved and respected by all.

There were some very remarkable escapes from the train. Mr. Farwell and wife were in the second car, and sprang out, saving their lives, but leaving a valuable watch and \$500 behind them.

Many who were saved complain bitterly of the brutality of the railroad employes and of the people who were employed in getting out the bodies. There did not appear to be any one in authority, and

THINGS WERE BROKEN OPEN and pillaged by wholesale. Nor was this all. One of the unfeeling got a book of written sermons, probably belonging to the unfortunate Mr. Fowler, which he read aloud amid the jeers and laughter of the unfeeling crowd. Articles of female apparel would be thrown into the trunks, and held up to view in sport, and the bodies themselves were roughly fished out as if they were so much carrion, and then a rope was passed round them and

THEY WERE DRAGGED OVER THE ROUGH ICE to the car, which was some distance off the rough edges of the ice, cutting into their flesh, and marking their track with blood, which will account in part for the mutilated condition of the bodies. From all accounts the railroad people did nothing except commence the work of repairing their bridge, and the surviving passengers were left to care for themselves as best they might.

THE BRAVE ENGINEER WHO DIED AT HIS POST.

The following history of the engineer who so nobly and courageously met his death at his post was given to a reporter by a fireman named Dewey, who lately served under him. Dewey is a man of great courage, and was born in New York in 1833, and has been railroading for twenty years. He commenced as a fireman on the Harlem Road. He was witty and kind, and was the life of the road. He was a member of the Grand Central fire company, and was a member of the four-pipe steamboat Francis Skiddy.

His father was physician in the Tombs for twenty years. He was known over the whole State, and also over the Western States, and wherever he went he was respected and loved. He was a man of great courage, and was a man of great courage, and was a man of great courage.

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SECOND EDITION

TO-DAY'S CABLE NEWS.

A Successor to Gambetta

London Gifts to Paris.

The German War Loan.

Insurrection in Algeria.

Solution of the Eastern Question.

The Situation in France.

The English Parliament

Speech of the Queen.

Friendly Tone Towards the U. S.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Victoria's Speech to the Parliament. LONDON, Feb. 7.—I have obtained a skeleton of the Queen's speech to be delivered before Parliament to-morrow. Her Majesty congratulates Parliament on the peaceful relations existing with all countries, and the prospect of a satisfactory settlement of pending questions with America. She believes the London Conference will result satisfactorily to the signatory powers. She laments the continuance of the war between Prussia and France, and trusts that the armistice will result in peace. She is anxious to render her friendly offices to the belligerents, and will take every opportunity to do all in her power as a neutral for the restoration of peace and the re-establishment of interrupted trade. She announces the contemplated marriage of the Princess Louise, recommends the Ballot, University, and Scotch Education bills, and the organization of the army on the basis of a large increase in the reserves, the improved organization of the regulars, especially of the artillery and engineers, a strong militia, and an improved volunteer army.

The London Press on the Situation in France. LONDON, Feb. 8.—The Times of to-day, in an editorial upon the situation, says:—"All information received from Paris indicates a longing for peace at any price."

The Daily News says "The Parisians will vote to-day in entire dependence upon the good faith of the Germans. It is impossible to complete negotiations for peace between the meeting of the National Assembly and the 19th, when the armistice expires, and when the fighting may be resumed." "It is said," continues the News, "that the German preparations to overrun the whole of France, in that event, are of the most formidable character."

New French Minister of the Interior. BORDEAUX, Feb. 7.—A decree appears bearing date of the 6th inst., appointing Emmanuel Arago Minister of the Interior.

London Gifts to Paris. LONDON, Feb. 7.—By railway consignments laden with provisions entered Paris on the 31st inst., all bearing the inscription "London gifts to Paris."

Yet Another Prussian Victory. BRUSSELS, Feb. 7.—The Independence Belge has a telegram from Lyons which says that General Cremer, with one division of the French Army of the East, effected a retreat from Pontarlier to Gex, but was obliged to spike and abandon forty guns to the Prussians.

An Insurance in Algeria. BRUSSELS, Feb. 7.—Le Français of to-day asserts that an insurrection has broken out in the province of Constantine, Algeria.

The German War Loan. BERLIN, Feb. 7.—A decree has appeared increasing the amount of the issue of the July loan from eighty millions to one hundred and five millions of thalers.

Italian Guarantees. FLORENCE, Feb. 7.—In the Chambers to-day an announcement was made by the Government that negotiations were still pending with Tunis. Italy insists upon the satisfaction of her just demands and guarantees for the future.

The London Conference. LONDON, Feb. 7.—The Eastern Conference met again to-day, with representatives in attendance from all the co-signatory powers except France. Upon its adjournment assurances were given out that a Pacific solution of the Entire Eastern Question had been attained.

Extension of the Armistice. The Commissioner for the defense of Normandy, has resigned. The Prussians, under General Van der Sann, occupy the most of Burgundy.

General Retirade. In Burgundy and Meuse no news were reported. This Morning's Quotations. LONDON, Feb. 8.—11:30 A. M.—Consols 92 1/2 for money and account. American securities are quiet. United States 5-20s of 1862, 97 1/2; of 1867, 97 1/2; of 1868, 96 1/2; of 1869, 95 1/2; of 1870, 94 1/2; of 1871, 93 1/2; of 1872, 92 1/2; of 1873, 91 1/2; of 1874, 90 1/2; of 1875, 89 1/2; of 1876, 88 1/2; of 1877, 87 1/2; of 1878, 86 1/2; of 1879, 85 1/2; of 1880, 84 1/2; of 1881, 83 1/2; of 1882, 82 1/2; of 1883, 81 1/2; of 1884, 80 1/2; of 1885, 79 1/2; of 1886, 78 1/2; of 1887, 77 1/2; of 1888, 76 1/2; of 1889, 75 1/2; of 1890, 74 1/2; of 1891, 73 1/2; of 1892, 72 1/2; of 1893, 71 1/2; of 1894, 70 1/2; of 1895, 69 1/2; of 1896, 68 1/2; of 1897, 67 1/2; of 1898, 66 1/2; of 1899, 65 1/2; of 1900, 64 1/2; of 1901, 63 1/2; of 1902, 62 1/2; of 1903, 61 1/2; of 1904, 60 1/2; of 1905, 59 1/2; of 1906, 58 1/2; of 1907, 57 1/2; of 1908, 56 1/2; of 1909, 55 1/2; of 1910, 54 1/2; of 1911, 53 1/2; of 1912, 52 1/2; of 1913, 51 1/2; of 1914, 50 1/2; of 1915, 49 1/2; of 1916, 48 1/2; of 1917, 47 1/2; of 1918, 46 1/2; of 1919, 45 1/2; of 1920, 44 1/2; of 1921, 43 1/2; of 1922, 42 1/2; of 1923, 41 1/2; of 1924, 40 1/2; of 1925, 39 1/2; of 1926, 38 1/2; of 1927, 37 1/2; of 1928, 36 1/2; of 1929, 35 1/2; of 1930, 34 1/2; of 1931, 33 1/2; of 1932, 32 1/2; of 1933, 31 1/2; of 1934, 30 1/2; of 1935, 29 1/2; of 1936, 28 1/2; of 1937, 27 1/2; of 1938, 26 1/2; of 1939, 25 1/2; of 1940, 24 1/2; of 1941, 23 1/2; of 1942, 22 1/2; of 1943, 21 1/2; of 1944, 20 1/2; of 1945, 19 1/2; of 1946, 18 1/2; of 1947, 17 1/2; of 1948, 16 1/2; of 1949, 15 1/2; of 1950, 14 1/2; of 1951, 13 1/2; of 1952, 12 1/2; of 1953, 11 1/2; of 1954, 10 1/2; of 1955, 9 1/2; of 1956, 8 1/2; of 1957, 7 1/2; of 1958, 6 1/2; of 1959, 5 1/2; of 1960, 4 1/2; of 1961, 3 1/2; of 1962, 2 1/2; of 1963, 1 1/2; of 1964, 1/2; of 1965, 1/4; of 1966, 1/8; of 1967, 1/16; of 1968, 1/32; of 1969, 1/64; of 1970, 1/128; of 1971, 1/256; of 1972, 1/512; of 1973, 1/1024; of 1974, 1/2048; of 1975, 1/4096; of 1976, 1/8192; of 1977, 1/16384; of 1978, 1/32768; of 1979, 1/65536; of 1980, 1/131072; of 1981, 1/262144; of 1982, 1/524288; of 1983, 1/1048576; of 1984, 1/2097152; of 1985, 1/4194304; of 1986, 1/8388608; of 1987, 1/16777216; of 1988, 1/33554432; of 1989, 1/67108864; of 1990, 1/134217728; of 1991, 1/268435456; of 1992, 1/536870912; of 1993, 1/1073741824; of 1994, 1/2147483648; of 1995, 1/4294967296; of 1996, 1/8589934592; of 1997, 1/17179869184; of 1998, 1/34359738368; of 1999, 1/68719476736; of 2000, 1/137438953472; of 2001, 1/274877906944; of 2002, 1/549755813888; of 2003, 1/1099511627776; of 2004, 1/2199023255552; of 2005, 1/4398046511104; of 2006, 1/8796093022208; of 2007, 1/17592186044416; of 2008, 1/35184372088832; of 2009, 1/70368744177664; of 2010, 1/140737488355328; of 2011, 1/281474976710656; of 2012, 1/562949953421312; of 2013, 1/1125899906842624; of 2014, 1/2251799813685248; of 2015, 1/4503599627370496; of 2016, 1/9007199254740992; of 2017, 1/18014398509481984; of 2018, 1/36028797018963968; of 2019, 1/72057594037927936; of 2020, 1/144115188075855872; of 2021, 1/288230376151711744; of 2022, 1/576460752303423488; of 2023, 1/1152921504606846976; of 2024, 1/2305843009213693952; of 2025, 1/4611686018427387904; of 2026, 1/9223372036854775808; of 2027, 1/18446744073709551616; of 2028, 1